

THE CHINA MAIL.

2

Auctions.

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, on

FRIDAY,

the 20th October, 1899, at 2.30 p.m., at his Sales Room, DUNDRELL STREET.

A QUANTITY OF HOUSEHOLD FURNITURE,

Comprising—

SILK TAPESTRY and PINE COVERED DRAWING ROOM SUITE, and EASY CHAIRS, BEVELLED OVERMANTEL, TEAK WHIRLIGIG, TEA TABLES, VASES, ORNAMENTS, CANTON BLACKWOOD WRITING DESKS, TEA POTS, STOOLS and LAMPS, WHITE LACE CURTAINS, Etc., Etc.

TEAK SUPERIOR, EXTENSION DINING TABLES, DINING CHAIRS, DINING WAGGONS, CHIFFONNIERS, WRITING TABLES and DESKS, CUTLERY, GLASS and CHINA WARE, Etc., Etc.

BRASS MOUNTED IRON BICYCLES, CARVED TEAK WARDROBES with BEVELLED GLASS DOORS, TEAK BUREAU with MIRROR, TOILET TABLES, MARBLE TOP WARDROBES, TOILET CROCKERY, RUGS, CARPETS, Etc., Etc.

Several New and Second Hand Bicycles (Ladies' and Gents').

On view from Wednesday the 18th Oct. Catalogues will be issued.

TERMS—Cash on delivery.

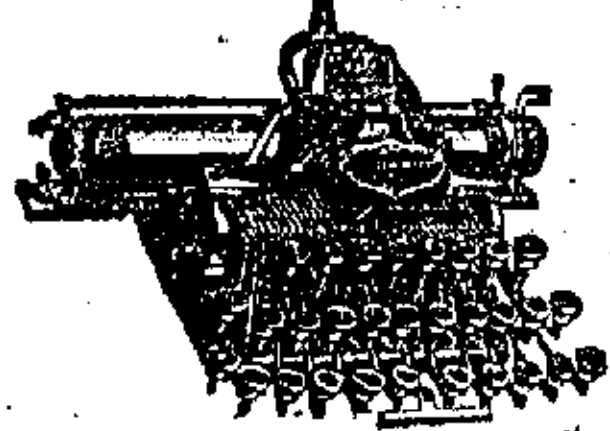
Geo. P. LAMBERT,

Auctioneer.

Hongkong, October 19, 1899. 2271

Intimations.

Blickensderfer Typewriters.



These are simple, rapid, strong, compact, and durable machines, and for commercial offices and literary men they are far in front of every other machine made at the price.

ARRATTON V. AYCAR & Co.,

2117 No. 43, Wing Lok Street.

KWONG YEE ON,

PROVISION DEALER,

SHIP CHANDLER

AND

GENERAL STORE KEEPER.

Special Prices to HOTELS, CATERERS and

Careful Attention given to Coast Port

Orders.

A trial will prove my Goods to be the

Cheapest and Best in the Market.

No. 21, Hing Lok Street.

Hongkong, March 27, 1899. 775

CARMICHAEL & BAILOW,

Consulting Engineers, Surveyors and

Contractors.

QUEEN'S BUILDINGS.

DESIGNS and Specifications Prepared for

any Class of STRUCTURE, LAUNCHES

and LIGHT DRAGGOT VESSELS, a Specialty.

Contractors for the supply and erecting of

any Type of Machinery. New Work and

Repairs supervised.

Now and Second-hand LAUNCHES FOR SALE.

Telegrams: "CELESTE" Hongkong.

Telephone 232.

H. F. CARMICHAEL,

R. J. BAILOW.

Hongkong, April 1, 1899. 825

"THE OCEANIA."

LITHOGRAPHY, PRINTING, AND

BOOK-BINDING ESTABLISHMENT.

Worked under skillful management and

superior and with modern appliances, is

prepared to execute work of every description

in Lithography, Printing, and Book

binding with promptitude, careful attention

and at moderate terms.

Apply to "THE OCEANIA" OFFICE,

No. 13 and 14, Bunsan-gil Avenue,

Queen's Road Central, Hongkong.

Hongkong, September 15, 1899. 2298

To-day's Advertisements

TO LET.

ROOMS on the TOP FLOOR of

"MARINE HOUSE," Queen's Road

Central.

No. 37, PRATA GRANDE, MACAO.

Apply to

BELILIOS & Co.

Hongkong, October 19, 1899. 2309

HONGKONG RIFLE ASSOCIATION.

INTERPORT PRIZE AND

SPOON COMPETITION.

SATURDAY, the 21st Inst., at 3 p.m.

Two sighting shots allowed.

The following Members are requested to

Prize and to send in their Scores to the

Secretary:

Messrs. Blair, Bowers, Carlyle, Clarke,

Hills, Lamont, Leachman, McLennan,

W. Macdonald, McKerr, Mackwood, Smyth,

Toller, Wallace, Warren, Watson.

Members are reminded that the Range is

available for Practice on WEDNESDAYS, after

4 p.m.

MOWBRAY S. NORTHCOTE,

Hon. Secretary.

Hongkong, October 19, 1899. 2307

Not Responsible for Debts.

Neither the Captain the Agents nor

others will be responsible for any

Debts contracted by the Officers or Crew of

the following Vessels, during their stay in

Hongkong Harbour:

ADOLPH OBERG, American barque, Capt.

Ansbury.—STANDARD OIL CO.

HUTCHINSON, British ship, Captain

Thurber.—GEO. E. RICHARDSON & Co.

MIKEL, American ship, Capt.

O. V. Small.—SIEMSEN & Co.

MAY FINE, American ship Captain Ben-

field.—STANDARD OIL CO.

To-day's Advertisements

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

In the Matter of the HONGKONG AND

WHAMPOA DOCK COMPANY,

LIMITED,

and

In the Matter of the COMPANIES

(MEMORANDUM OF ASSOCIATION)

ORDINANCE 1890.

NOTICE is hereby given that a PETI-

TION was on the 14th day of August,

1899, presented to the Supreme Court of

Hongkong by the above-named Company

to confirm a SPECIAL RESOLUTION of

the Company unanimously passed at an

EXTRAORDINARY GENERAL MEETING of

the Company, held on the 3rd day of

July, 1898, and subsequently unanimous-

ly confirmed at an EXTRAORDINARY GENERAL

MEETING of the Company held on the 15th

day of July, 1899, and which resolution

runs as follows:

That the Memorandum and Articles of

Association submitted to the Court of

the said Court, and the same are hereby approved with the

following alterations made therein:

1.—With the words "in Hongkong and

elsewhere" inserted in clause 3 section

(a) line 1 of the said Memorandum of

Association between the words "the

business of"

2.—With the number 5 placed before the

last clause in the said Memorandum of

Association beginning "the Capital of

the Company shall be the sum of

£100,000, and with the letter "p" for

the word "pounds" in the said clause

being changed to "dollars" and the word

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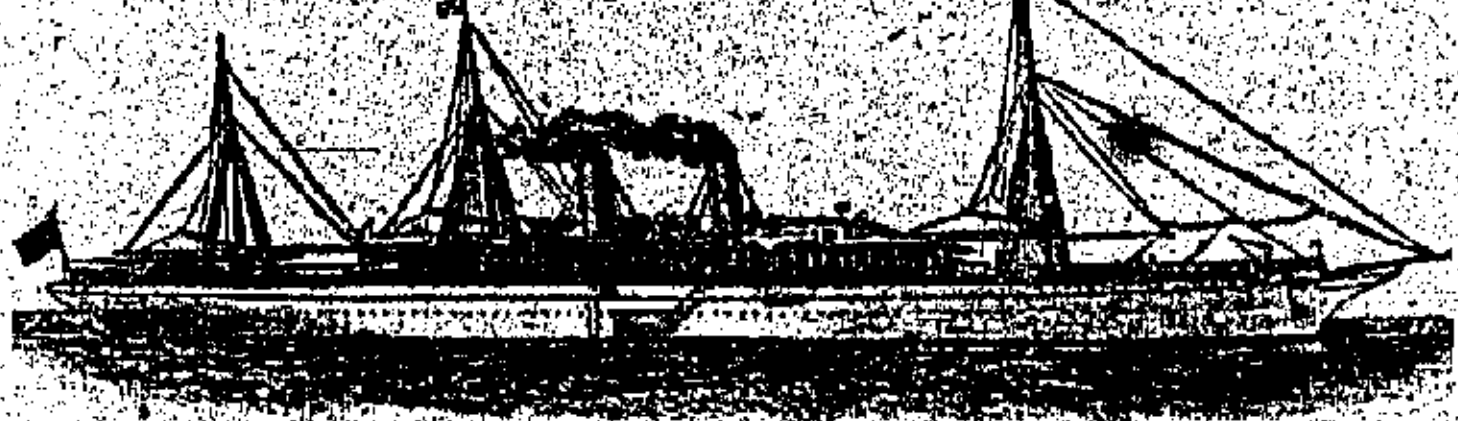
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word "pounds" being changed to

DATES:

CANADIAN PACIFIC RAILWAY COMPANY'S

ROYAL MAIL STEAMSHIP LINE.



**THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.**
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—3,000 Tons—10,000 Horse power—Speed 18 knots.

— — — — —

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

EMPEROR OF CHINA...Comdr. B. ARCHIBALD, R.N.R... WEDNESDAY, 25th Oct. '89.
EMPEROR OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 22nd Nov. '89.
EMPEROR OF JAPAN...Comdr. G. D. BOWLER, R.N.R. WEDNESDAY, 22nd Dec. '89.

— — — — —

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage, YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-

CONTINENTAL TRAINS of the CANADA PACIFIC RAILWAY, which run daily, and meet the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition) and the direct and CONFIDENT MAIL SERVICE through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Quinine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

Hongkong, September 27, 1899.

D. E. BROWN, General Agent,
PRINCE STREET, 2164

NIPPON YUSEN KAISHA,
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.			
Steamers.	Destinations.	Sailing Dates.	
TAMPA MARU. J. W. WALL.	<div style="display: inline-block; vertical-align: middle;"> <div style="display: inline-block; vertical-align: middle;"> MARSEILLES, LONDON, and ANTWERP. Via SINGAPORE, PENANG, COLOM- BO, and PORT SAID. </div> <div style="display: inline-block; vertical-align: middle; font-size: 3em; margin: 0 5px;">{</div> </div>	<div style="display: inline-block; vertical-align: middle;"> <div style="display: inline-block; vertical-align: middle;"> SATURDAY, 21st Oct., at Noon. </div> <div style="display: inline-block; vertical-align: middle; font-size: 3em; margin: 0 5px;">}</div> </div>	
KASUGA MARU. E. W. HASWELL.	<div style="display: inline-block; vertical-align: middle;"> <div style="display: inline-block; vertical-align: middle;"> NAGASAKI, KOBE & YOKOHAMA. </div> <div style="display: inline-block; vertical-align: middle; font-size: 3em; margin: 0 5px;">{</div> </div>	<div style="display: inline-block; vertical-align: middle;"> <div style="display: inline-block; vertical-align: middle;"> SATURDAY, 21st Oct., at 4 p.m. </div> <div style="display: inline-block; vertical-align: middle; font-size: 3em; margin: 0 5px;">}</div> </div>	
HAKUAI MARU. M. NISHITRUBA.	<div style="display: inline-block; vertical-align: middle;"> <div style="display: inline-block; vertical-align: middle;"> VLADIVOSTOK, PU-SHATOW, AMOI, SHANGHAI, WEI-HAI-WEI, CHE- FOO, CHENGLUO and NAGASAKI. </div> <div style="display: inline-block; vertical-align: middle; font-size: 3em; margin: 0 5px;">{</div> </div>	<div style="display: inline-block; vertical-align: middle;"> <div style="display: inline-block; vertical-align: middle;"> THURSDAY, 20th Oct., at Noon. </div> <div style="display: inline-block; vertical-align: middle; font-size: 3em; margin: 0 5px;">}</div> </div>	
YAWATA MARU. A. E. MORSE.	<div style="display: inline-block; vertical-align: middle;"> <div style="display: inline-block; vertical-align: middle;"> MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. </div> <div style="display: inline-block; vertical-align: middle; font-size: 3em; margin: 0 5px;">{</div> </div>	<div style="display: inline-block; vertical-align: middle;"> <div style="display: inline-block; vertical-align: middle;"> FRIDAY, 27th Oct., at 4 p.m. </div> <div style="display: inline-block; vertical-align: middle; font-size: 3em; margin: 0 5px;">}</div> </div>	
KAWACHI MARU. J. S. THOMPSON.	<div style="display: inline-block; vertical-align: middle;"> <div style="display: inline-block; vertical-align: middle;"> MARSEILLE, LONDON, and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID. </div> <div style="display: inline-block; vertical-align: middle; font-size: 3em; margin: 0 5px;">{</div> </div>	<div style="display: inline-block; vertical-align: middle;"> <div style="display: inline-block; vertical-align: middle;"> FRIDAY, 3rd Nov., at Noon. </div> <div style="display: inline-block; vertical-align: middle; font-size: 3em; margin: 0 5px;">}</div> </div>	

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities of the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY.

For further information as to Freight, Passages, Sailings, Etc., apply at the Company's Office.

pany's local Branch Office at No. 1, 1/2, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838

Capt. CHRISTIANBERG, (London with transatlantic H burg). (December 1) Pass
S. S. **AMBRIA**, HAYAT and HAMOUEZ. (London About 24th (December) Freight
Capt. BORMEISTER, with transatlantic in H burg).
* These Steamers have Superior Accommodation for Passengers, and carry
Doctor and a Stewardess.
For further particulars as to Freight, Passage, etc., apply to
CARLWITZ & Co., Agents.
Hongkong, October 10, 1899.

NORTHERN PACIFIC SHIPSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.
Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. and TACOMA	FOR PORTLAND, OREGON,
IN CONNECTION WITH	IN CONNECTION WITH
Northern Pacific Railway Co.	Oregon Railroad & Navigation

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
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24.	Bremerton	953 F. E. Phillips	Oct. 28	Aberdeen	2777 W. Murray	Nov
25.	Ocean View	953 C. McNeil	Nov. 12	Mahoning	2874 A. A. Evans	Dec
26.	St. Ives	3877 W. Atkins	Dec. 9	Aberdeen	2777 W. Murray	Jan

THE attention of passengers directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation—First class Table, Doctor and Stewardess' service. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none by any American company; two to continental trains daily from TACOMA. Dining Car is attached to trans-continental train every night; Tacoma to New York in 31 days.—Magnificent Scenery of the RAILROADS AND CASCADE MOUNTAINS.—The Yellowstone NATIONAL PARK Route.

HONGKONG TO VICTORIA, TACOMA & PORTLAND, £22.

The best route to the coast, Seattle, Portland, Tacoma, Vancouver, Victoria, Tacoma and Puget Sound, DRYDEN and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK \$25.00.

This rate covers the ocean voyage to Tacoma or Portland and back, Railway Tacoma or Portland to Chinatown and return, Sleeping and Dining Car fare, Breakfast and Dinner at Chinatown, Hotel accommodations at Chinatown, Portage Commission, Freight and Upper Gorge Passes, Yellowstone Park and Glacier House.

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HONOLULU, Hawaii, at any point en route to Honolulu.
 To break, Passengers' Tickets from England, France and Germany by all Atlantic lines of Steamers, and to all principal cities of the United States or Canada, and particulars of Rates and Conditions may be obtained of the Agents of the respective Lines.
 Special reduced rates (first class only) are given to the following:
 1. Missionaries, members of the Military, Diplomatic, and Civil Service to European officials in service of the United States, and
 2. To Government officials of Japan, and to Government officials of their families.
 Passengers who have paid full fare embarking at San Francisco for China (or vice versa) within one year may be allowed a discount of 10 per cent *ad valorem* *d-es not apply to through fares from China and Japan to Honolulu.*
 All Parcel Postage and same will be prepaid by the Company's Office until 5 p.m. day previous to sailing.
 Consular Invoices to accompany passengers destined to ports beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the respective Customs, San Francisco.
 For further information as to Rates, or Passage, apply to the Agency Company, Queen's Building.
 J. S. VAN BUREN

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Hongkong, August 18, 1899. 1895

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Hongkong, January 9, 1899. 85

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DONALD MACDONALD,
Hongkong, May 28, 1898. 1063

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an hour.

11.30 a.m. to 3.00 p.m. Every quarter of
an hour.

3.30 p.m. to 6.30 p.m. Every quarter of
an hour.

6.30 p.m. to 8.00 p.m. Every 15 minutes.
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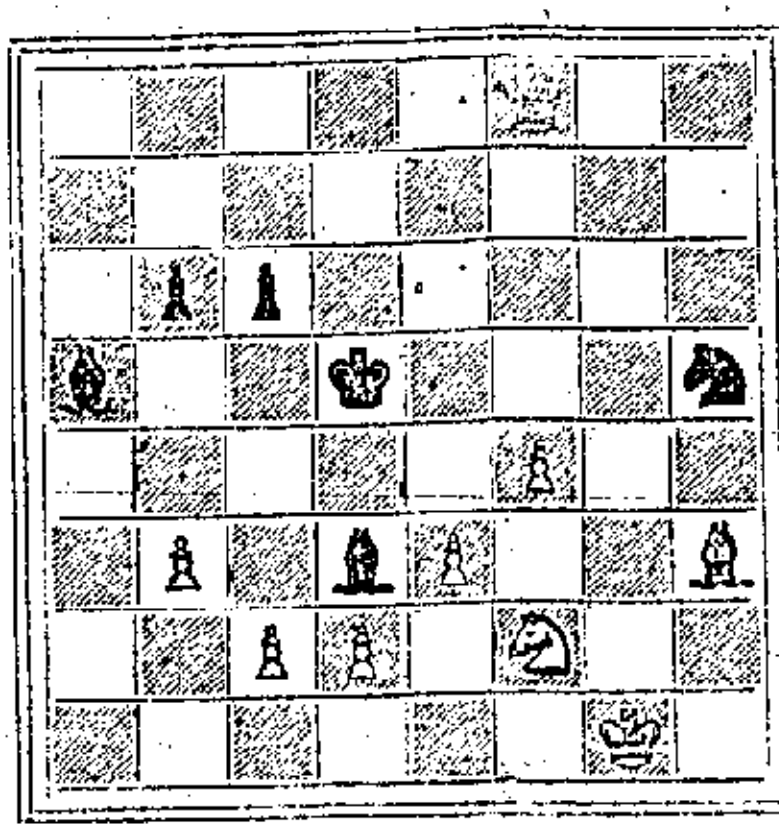
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JOHN D. HUMPHREYS & SON,
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Hongkong, May 1, 1899. 107

CHESS COLUMN.
CONDUCTED BY 'BLACK BISHOP.'

Communications should be addressed
to 'CHINA MAIL OFFICE.'
Original Problems should be accompanied
by Solution and Analysis.
The Hongkong Chess Club meets every
Monday, Wednesday and Thursday, from
four till half-past seven p.m., at the
Public Library, 18, Bank Buildings.

Problem No. 157.
By H. F. W. Lane.
Black (6 pieces).



White (10 pieces).
White to play and mate in two moves.
Solution to problem No. 156 by Walter
Politzer.

1. P-Kt7 Then if 1 P-Kt 2 R-Kt 3
1 P-Q 3 2 P-Kt 3
1 Kt-Q 2 2 Kt-P
1 P-Kt 2 2 R-B 3
1 R-Kt3 2 P-R

With other variations.
Correct Solutions from S. W. and R. A. D.

Hongkong, Oct. 19.

Mr. Pollock is playing Mr. Danberg for
the Championship Cup held by the latter.
On Monday night, Mr. Pollock won the
first game. It is a happy omen for the
success of the winter season of the club
that two challenges have come forward in
October, and may prove an angry that
better and more active days are in store
for the chess club to atone for the dullness
from which it has suffered for the last
twelve months.

At the annual meeting of the Yokohama
Chess Club the Chairman (Mr. J. T. Griffin),
in addressing the meeting, endorsed the
Secretary's opinion that it would, perhaps,
be best to adjourn for a season, consider-
ing the very small interest taken by mem-
bers during the last season. It was with
reluctance that the Club agreed to do so,
as it had at last followed in the footsteps
of the other Clubs, and a catastrophe
was threatened unless something was done.
The members present expressed regret
at this decision, and Mr. Griffin dis-
cussed the matter, finally resolving
proposition by Mr. Fox, that a
committee should make a
to secure suitable quarters on the Bluff,
the possibility being that such a course might
bring the Club into contact with other
members, who might be willing to come out
for play at night, would not have to
journey down to the Settlement, and might
therefore attend the meetings regularly.
The proposition received a warm recep-
tion, and Mr. Griffin seconded, and it
was carried unanimously.

On which subject the *Kobe Herald* re-
marks: "This is sad news for the lovers of
chess. The chairman of the Yokohama
Chess Club thinks interest in it is declining
all over the last from Singapore to Tokio.
On such high authority the news is not
to be taken as untrustworthy. We are not
prepared to discuss whether it is fit matter
for regret, but that it affords some oppor-
tunity to mourn we take for granted. Can
it be that the East is being so shaken up
from that fine old spirit of poetry stability
which, after the day's round of fat and con-
fortable business is over, takes a man home
to his claret and his contemplative game
with pawns and knights and castles and the
other pretty trinkets? We know how in
the old country the game has fallen from
its former high estate, when ladies of high
degree with ringlets drooping on their
shoulders, checked the blue-blooded
beau in his frills and breeches. Now we
know that scenes like these are but memories
of a long past day, and a dead custom, and
that the young lady of high degree and her
high-born beau whip around the footlights
and the hotel salon when their predecessors
were engaged in a contention over the board.
So let us apply the analogy here. The East
is growing out of its staid substantial past, it
has no longer the constancy and evenness of
mind to pore over the intricacies of the
board. The tingling blood of these latter
days is ranging in his veins, and like the
rest of the world, we are over, as the Ath-
enians of old, 'seeking new things.'

For my own part, I think that Hong-
kong must please itself with the status of
a content. The interest that Hongkong
takes in chess has distinctly waned. Be-
lieving that nothing in the shape of a re-
creation can possibly rival the charms of
Caiusa, I regret this, but am too honest to
deny it. I am not a George Washington,
I can tell lies, though I never do (from
high moral principle), and I am constrained
to admit that Hongkong is slack in its de-
votion to chess. This is far from being to
the credit of the Colony. It shows a lower-
ing of the intellectual and moral level we
had reached four years ago, and mentally
and morally and politically is distressing.
I trust that the Committee of the Chess Club
will hasten to produce an attractive pro-
gramme for the chess season, and that
members will heartily support them, and
that a great influx of players will join the
club.

That those may play who never played
before.
And those who always played may play the
more.

It is announced that the Janowski-Lasker
match is to be postponed till next year. I
do not know whether Mr. Lasker or his
business manager is at fault, but either he
or someone on his behalf is insisting that
the match is to be for £400 a side and is to
consist of eight games instead of the usual
six. I decline to decline to publish chess scores,
which they would certainly do in the ma-
jority of cases if they were called upon to
pay for them. However the matter goes,
whether Lasker comes out of the match or

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Hongkong, April 1, 1898.

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Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Alacrity	despatch-ship	1700	10	3000	Comdr. A. H. Smith-Dorrien	Hakodate
Albatross	despatch-ship	1000	6	1400	Comdr. E. J. W. Slade	Nagasaki
Albatross	despatch-ship	1000	6	1400	Capt. E. H. Bayly	Hakodate
Albatross	despatch-ship	1000	6	1400	Hon. S. O. J. Colville, C.B.	Weihaiwei
Albatross	despatch-ship	1000	6	1400	Capt. R. A. J. Montgomery, C.B.	Hongkong
Albatross	despatch-ship	1000	6	1400	Com. H. B. S. Wray	Shanghai
Albatross	despatch-ship	1000	6	1400	Capt. J. H. Jellicoe	Weihaiwei
Albatross	despatch-ship	1000	6	1400	Comd. C. W. Wintington-Ingram	Nagasaki
Albatross	despatch-ship	1000	6	1400	Capt. G. A. Callaghan	Hongkong
Albatross	despatch-ship	1000	6	1400	Lt.-Com. O. Chalkwick	Shanghai
Albatross	despatch-ship	1000	6	1400	Lt.-Com. R. J. Keyes	Hongkong
Albatross	despatch-ship	1000	6	1400	Capt. R. S. D. Cunningham	Hongkong
Albatross	despatch-ship	1000	6	1400	Capt. H. N. Dudding	Hongkong
Albatross	despatch-ship	1000	6	1400	Capt. W. W. S. S. S.	Weihaiwei
Albatross	despatch-ship	1000	6	1400	Capt. J. H. T. Burke	Yokohama
Albatross	despatch-ship	1000	6	1400	Lt.-Com. J. G. Armstrong	Manila
Albatross	despatch-ship	1000	6	1400	Capt. R. P. Cochran	Singapore
Albatross	despatch-ship	1000	6	1400	Lt.-Com. J. F. Green	Hankow
Albatross	despatch-ship	1000	6	1400	Lt.-Com. F. W. de M. Cowper	Weihaiwei
Albatross	despatch-ship	1000	6	1400	Lt.-Com. F. F. Harcourt Booth	Singapore
Albatross	despatch-ship	1000	6	1400	Lt.-Comdr. H. C. Carr	West River
Albatross	despatch-ship	1000	6	1400	Commodore Francis Powell	Hongkong
Albatross	despatch-ship	1000	6	1400	Com. H. E. Hillman	East River
Albatross	despatch-ship	1000	6	1400	Capt. A. C. Claret	Manila
Albatross	despatch-ship	1000	6	1400	Capt. A. Schomberg	Weihaiwei
Albatross	despatch-ship	1000	6	1400	Comdr. W. P. Dawson	Funing
Albatross	despatch-ship	1000	6	1400	Lt.-Com. E. Kelly	Hakodate
Albatross	despatch-ship	1000	6	1400	Comdr. H. J. Davison	Hongkong
Albatross	despatch-ship	1000	6	1400	Lt.-Com. H. D. S. Watson	Yangtze River
Albatross	despatch-ship	1000	6	1400	Comdr. Comdr. Barton	Yangtze River

* Flagship of Vice-Admiral Sir B. H. Seymour, R.C.B. * Flagship of Rear-Admiral C. S. S. Fitzgerald.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported
Kaiserin Elizabeth	Austrian cruiser	4000	23	—	Capt. Julius Boeck von Wollstaedt	Shanghai
Presidente Saragat	Argentine training vessel	2850	—	—	Captain Bethge	Nagasaki
Aspie	French gunboat	475	3	450	Commander Journe	Saigon
D'Entrecasteaux	French flagship	4000	14	8500	Captain de Marcell	Saigon
Descartes	French cruiser	1658	8	2060	Capt. Philibert	Fuechow
Belaire	French cruiser	4500	—	—	Capt. Texier	Taku
Jean Bart	French gunboat	1250	6	2200	Capt. Aubin	Nagasaki
Kersant	French gunboat	470	—	—	Capt. de la Motte du Portail	Saigon
Leon	French gunboat	1250	6	2200	Capt. Amet	Shanghai
Pascal	French cruiser	3868	14	8500	Captain Motet	K'wongchowwan
Surprise	French gunboat	623	2	900	Captain de Miesse	Saigon
Vauban	French cruiser	—	—	—	Captain Blondel	K'wongchowwan
Deutschland	German ironclad	8000	—	8000	Captain Muller	Yokohama
Gefion	German cruiser	4100	10	9000	Captain Bollmann	Shanghai
Ilus	German gunboat	—	10	—	Commander W. Laris	Shanghai
Irene	German cruiser	4200	8	2930	Commander Obenheimer	Fuechow
Kaiserin Augusta	German cruiser	6531	20	14,000	Captain Kocliner	Nagasaki
Moore	German gunboat	800	—	—	Capt. Merten	Nagasaki
Elba	Italian cruiser	2732	12	6500	Capt. Cecconi	Shanghai
Etna	Italian cruiser	3530	10	6098	Capt. Giovanni Girollo	Shanghai
Liguria	Italian cruiser	2300	10	7000	Capt. S. Casella	Shanghai
Pianore	Italian cruiser	2630	15	12,200	—	Shanghai
Stromboli	Italian cruiser	3898	12	6131	Captain Constantino	Shanghai
Atreus	Portuguese transport	1460	—	—	Capt. Vasco Carvalho	Macao
Liberal	Portuguese gunboat	400	3	400	Comdr. Cunha Lima	Hongkong
Admiral Korniloff	Russian cruiser	5500	10	9000	Captain Yakoloff	Nagasaki
Albatross	Russian gunboat	810	2	730	Captain Paronoff	Vladivostok
Bobro	Russian sloop	960	2	1150	Captain Boisman	Nagasaki
Dmitry Donskoy	Russian cruiser	6000	10	7000	Capt. Sharon	Vladivostok
Gaidaruk	Russian gunboat	800	9	8500	Capt. Serebrennikoff	Nagasaki
Gremyatsky	Russian gunboat	1490	2	2000	Capt. Miklashevsky	Nagasaki
Korsets	Russian sloop	1200	0	2150	Captain Sillman	Nagasaki
Maudslayi	Russian sloop	1200	3	1400	Commander Kachaloff	Chomulpo
Navarin	Russian 2nd class battleship	10,000	0	—	Captain Fenchio	Nagasaki
Orskoy	Russian gunboat	1400	2	2000	Captain Copronoff	Nagasaki
Pamiat Azova	Russian cruiser	6000	10	8000	Captain Niodomiloff	Nagasaki
Rossia	Russian cruiser	12,200	22	—	Capt. Komarov	Vladivostok
Ural	Russian flagship	10,223	26	13,250	Comdr. Haupt	Nagasaki
Slavich	Russian gunboat	850	2	1125	Captain Bernaroff	Port Arthur
Slavo Volky	Russian 2nd class battleship	10,000	14	8500	Captain Mollas	Port Arthur
Sivochich	Russian gunboat	850	3	1120	Captain Soubatin	Nagasaki
Vladimir Monastash	Russian armored cruiser	6000	16	7600	Capt. Vronsky Oshomakoff	Nagasaki
Yoshida	Russian gunboat	1300	10	3000	Capt. Rogulja	Nagasaki
Zhidzjaka	Russian cruiser	1890	8	1194	Commander Konaroff	Vladivostok
Baltimore	U. S. cruiser	4413	10	10,064	Captain J. M. Forsythe	Manila
Birmingham	U. S. gunboat	1710	6	3436	Commander E. D. Fausch	Manila
Callis	U. S. gunboat	107	1	535	Lieut. Benjamin Tappan	Manila
Cadmus	U. S. cutter	1177	8	2190	Commander S. W. Vussy	Manila
Charleston	U. S. cruiser	3730	8	7666	Captain E. W. Pigman	Manila
Cincero	U. S. gunboat	1700	6	3406	Lieut.-Com. J. B. Briggs	Manila
Holmes	U. S. gunboat	1287	8	1988	Captain E. K. Moore	Manila
Manila	U. S. gunboat	1057	2	750	Lieut.-Com. F. P. Nazro	Manila
Monmouth	U. S. monitor	3693	8	3000	Commander J. Mcowan	Manila
Monoway	U. S. gunboat	1370	6	850	Comdr. G. A. Bicknell	Shanghai
Montoway	U. S. monitor	4084	4	5244	Comdr. E. H. O. Leutze	Manila
Oregon	U. S. 1st class battleship	10,395	16	11,111	Captain G. F. F. Wilde	Hongkong
Petrel	U. S. sloop	892	4	1095	Commander O. C. Cornwell	Manila
Pinepoint	U. S. gunboat	1000	5	360	Commander Harry Koca	Manila
Woolwich	U. S. gunboat	1400	6	1081	Commander W. T. Burwell	Manila
Yorktown	U. S. cruiser	1000	6	1801	Commander O. S. Epperly	Hilo
Yosemite	U. S. cruiser	6179	10	8800	Captain G. E. Smith	Guam

